

## RUSSIANSTRAPPED

Japs Lead the Enemy Into a Trap

EIGHT HUNDRED CASUALTIES

List of Russian Losses in the War Published

New Chwang, June 13.—Information was received here at ten o'clock Sunday night through heretofore reliable channels, that part of the Japanese force left at Fu Lan Lien to checkmate the Russian's southward movement to relieve Port Arthur, was attacked southeast of Shangmo yesterday. After slight fighting the Japanese made a false retreat, the Russians following them, when the Japanese made a feint movement, catching the Russians in a trap. The Russian losses are placed at 800 men. They then fell back to Kin Chou and began to re-retreat along the Saimatzu Tsiao road.

London, June 13.—The Tokio correspondent of the Times cables as follows: "The Japanese journals ridicule Russia's repeated and uncalled for denunciations of interventions and suggest it will be time enough for protests when the proposal of intervention is made. The Japanese will fight to the last drop of blood and the last ounce of silver before appealing for the assistance and mediation of other nations."

St. Petersburg, June 14th.—The following official statement of the Russian losses in the war has been reported: Navy, 44 officers and 220 men killed; 10 officers and 220 men wounded. Army, 36 officers and 550 men killed; 162 officers and 2,080 men wounded. Taken, 20 officers and 500 men.

Tokio, June 14th.—A successful bombardment by the Japanese vessels of the extensive earthworks thrown up by the Russians in the neighborhood of Yen Kow was reported tonight. Three thousand Russians were entrenched from points along the line of temporary defenses toward the city of Yen Kow. The Japanese fire became so furious that the Russians abandoned the point. The fire was directed first towards the Kaiping end of the line but as the Russians retreated the Japanese line of attack was extended so that the Russian troops were pursued for miles along the route by shells from the Japanese ships. A heavy return was made to the Japanese fire by the Russians, who had twenty guns, but their batteries were silenced one by one and in many instances the Russians retired so rapidly that they were unable to take their cannon with them. The Japanese squadron engaged in bombardment was maneuvered rapidly and the last stragglers were not in Yen Kow when the Japanese shelled the city. An effort was made by the Russians to rally and a brief reply to the bombardment was made from the fort itself but the Japanese fire increased in severity and in a few hours the Russians were in full retreat.

St. Petersburg, June 14th.—No information has reached the general staff to-day regarding the reported ambushing of Russians at Fulan Tien as the result of which they were alleged to have lost 800 men.

## THE GRAND TRUNK INQUIRY

The Dominion Commissioner to Inquire into the Alleged Employment of Aliens Holds Session Here

Judge Winchester of Toronto who has been appointed by the Dominion Government as special commissioner to investigate the alleged employment of aliens on the survey work of the Grand Trunk Pacific, came in on Saturday evening, accompanied by H. M. Mowatt K. C., of Toronto, representing the Government.

Yesterday morning was spent inspecting the correspondence in the local offices of the company and at two o'clock the first session of the taking of evidence began in the council chamber. G. W. Cross appeared for the G.T.P. Co. The first witness called was Mr. Van Arsdale of the company's offices here. Sworn, he said he was Divisional Engineer for the company, having charge over the three districts lying west of Prince Albert. He had been in charge of this section of the road since December. He was placed in charge of the mountain section in August last with headquarters at Victoria, B.C., being removed to Edmonton when given charge of the three sections. He had known Mr. Kyle for several years and also Mr. Stephens, the head of the department of the road having in charge the survey for the new line.

Continued on Page Four

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**The Grand Trunk Pacific**

Following is a partial report of the speech in which Hon. H. R. Emmerson, the Minister of Railways, discussed the Grand Trunk Pacific:—

Hon. Mr. EMMERSON (Minister of Railways and Canals). Mr. Speaker, I am sure I have every reason to be grateful for the consideration that has been shown me on this side of the House on all occasions since I first had the honor of having a seat here, and I appreciate its true value the distinguished consideration—shall I say courtesy—which has been extended to me by hon. gentlemen opposite, not merely tonight, but during the past two weeks. This measure, pre-emptive as it is above all other measures since the days of the Canadian Pacific railway scheme, having reached this stage, I may be pardoned, perhaps, even by hon. gentlemen opposite, if I venture to make a few observations, notwithstanding that I gave expression to my views last year at some length, and notwithstanding the further fact that the Minister of Finance (Mr. Fielding) has covered the ground in a most ample, able, and comprehensive way. I do not think I need follow at any great length the remarks of the hon. member for South Lanark (Mr. Haggart). I need not follow him in his wanderings; but I might avail myself of the opportunity to congratulate a gentleman who is not now a member of this House on the very sudden conversion which he has been the means of bringing about. I do not think the conversion was direct, but that it was rather through the medium of the leader of the opposition. We have noticed the very great change which has apparently come over his mind with respect to government ownership. Since I first entered this House, time and time again, have I heard the hon. member from South Lanark speak very forcibly against government operated lines. But tonight he has tumbled in head first, feet up. He took the tumble, and he has certainly given an exhibition of a conversion as sudden as one of which we are told in Holy Writ. I do not intend, at this stage, to make any further remarks with respect to the hon. gentleman's attitude on the question. But there is a suspicion, in the Maritime provinces at least, that the hon. gentleman, when he had charge of the Department or Railways, was disposed not to continue the operation of the Intercolonial as a government railway. There is a suspicion that there was a scheme—a conspiracy, I might say—to have the Intercolonial railway become the property of a great corporation. That was frustrated, very happily in my judgment, by the electors in the election of 1896. It seems to have been a well founded suspicion, because you cannot convince the people of the Maritime Provinces today that, if the hon. gentleman had continued as minister of railways, the Intercolonial Railway would not have ceased to be a government-owned and government operated road. There is one other remark, made by the hon. gentleman to which, perhaps, I should refer. He referred to the remarks of Mr. Allen before the meeting of the shareholders of the Grand Trunk Railway, in London, in March last and seemed to lay great stress upon the fact that the paper read by the son of Mr. Allen, who had resigned as a director, was written by Mr. Allen before the modified contract was made. If there was any point to be made against the Finance Minister's argument with respect to that, it would be from this standpoint—that the words to which exception was taken by Mr. Allen had been modified or changed by the contract which subsequently entered into the later contract. Let me call the attention of the House to the fact that the very points to which exception had been taken by Mr. Allen, the clause of feature contained in the first contract to which exception was taken is precisely the same. There is no serious change in the modified contract.

The hon. gentleman spoke of the Intercolonial Railway and its management, particularly during the past seven years, referred to the cheap purchases by that road. I do not propose at this moment to enter into a discussion with respect to the Intercolonial Railway. I quite agree with the hon. gentleman when he states that materials are purchased as cheaply, if not more cheaply by the Intercolonial Railway than by other corporations.

Mr. ROSAMOND, The hon. member for South Lanark did not say that. He said that could be done.

Mr. EMMERSON, The hon. member for South Lanark (Mr. Haggart) made a remark about cheap purchases and he admitted that the purchases of material in connection with the Intercolonial were very cheap. He based on that an argument in favor of govern-

ment ownership and rather pointed to the extravagance in other directions than the purchase of materials. I do not think that point is material at this moment, nor do I think it material to discuss government ownership; a little later on perhaps I shall invite the attention of the House to the attitude of some of the leaders of the hon. gentlemen. I am sure it is no mere rhetorical declaration to state that we in Canada today are nation-builders—not merely the representative men on the floor of parliament, not merely those who hold cabinet positions, but the sturdy yeomanry of the country, the pioneer of the west, the man on the plains and the settler in the more settled communities of the east are all enthused with the determination to develop Canada, to build it up. It is an axiomatic truth that railways precede national development, and the extension of trade and commerce follows railway construction. It is a further truth that manufacturers cannot thrive or agriculture flourish in advance of transportation facilities. We have had this exemplified in the building of the Canadian Pacific Railway. We first had it exemplified in the building of the Intercolonial, then later on with respect to the Canadian Pacific Railway. I need not elaborate that point, but if we go beyond our own country and look at our neighbors to the south, if we cast our eyes in that direction, what do we see? Some fifty years ago the people in Ohio and some of the other eastern states made very great sacrifices with a view to extending their railways. They aided them very largely by land subsidies. The United States itself contributed to that, and if we take that country as an illustration of what has been accomplished, I am sure that in that very thought itself there is a justification for the attitude and the course of the government with respect to the present proposal for the construction of the Transcontinental Railway.

In 1859 there was in the United States a population of 23,000,000. They had 9,000 miles of railway. Their internal commerce was \$2,000,000,000. Their total wealth was \$7,000,000,000. In 1903 their total population was 79,000,000. Their mileage of railway was 202,000. Their internal commerce, which is a synonym for their national commerce, was \$20,000,000,000. Their total wealth was \$100,000,000,000. Mark the increase in the short period of 53 years. Their mileage of railway had increased 2,000 per cent.; their population had increased 230 per cent.; their internal commerce had increased 900 per cent. Their total wealth had increased 1,400 per cent. With these object lessons, with the object lesson to be seen in our own country and the object lesson to which I have just referred in connection with the United States, is it at all surprising that the people of this country, since the first proposition was made to have a second transcontinental railway, have looked eagerly to the Parliament of Canada with a view that their well expressed desires should be fully and fairly consummated with respect to this matter?

They do look for that, and when the right hon. leader of the government brought his proposals before this House not quite a year ago, the hope which was evidenced in the country gave place to faith and the people looked forward to the early consummation of that idea. This hope and faith were not sectional. They were to be found everywhere throughout the country, not merely in the great west, but in the east. In the great west, where there is a tide of immigration of about 100,000 souls yearly, where the people are rushing in by tens of thousands to find homes for themselves and for their families, it must be realized that among them and throughout the whole country there is a throbbing pulsation not merely in regard to the agricultural life of the country, but in reference to the industrial life of the country, and there is evidence that the people feel there is an urgent necessity for bringing closer together the remote sections of this country. People who have not crossed this continent have no idea of the vast distances. They cannot possibly realize the difficulties that there are in the way of having the remote sections of the Dominion brought more closely together. Those of us who have had the privilege of going through this country realize that unless the several provinces are bound more closely together, unless there is compression there cannot be that advancement, either in our social or our political or industrial life that the resources of this country justify. With the conditions prevailing today there is a feeling broadcast throughout this country that the time for action is ripe. There is a feeling which will be tremendous under the immigration which will arise in the future that inactivity on our part means the dwarfing of our future de-

Continued on page 4.

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The Grand Trunk Pacific  
(Continued from page 2.)

velopment, and supineness under existing conditions means that we are not building for the future as we should. This, of course, is but a very faint and inadequate picture of the sentiment that prevails throughout this country.

Have hon. gentlemen in this House realized all that this means? Have they taken into consideration what the people of this country demand? Are they realizing now, have they been realizing during the past month or more that there is an eager hope on the part of the people of Canada that parliament shall take such a step as will develop and open up this country and bring together its various sections? If they have realized this, what have been their methods? They have contributed in no way towards the advancement of the idea which prevails throughout this country that we need another transcontinental line. It will be admitted and it is admitted that there is a necessity for this road. It will be admitted that if that necessity exists we should have the road. There may very naturally and very properly be difference of opinion as to the attainment of that object in some form or other, I notice that all of the leaders on the opposition, and almost all of the hon. gentlemen opposite are leaders, or assume to be, have apparently united to obstruct in every possible way the carrying out of the idea of a second transcontinental railway. Let us briefly recapitulate the history of this measure.

In July, 1903, the proposals of the First Minister were laid before the House. Through weary weeks the measure was debated and it was discussed from every standpoint. Finally, in the autumn months, the bill had reached the stage when it was pronounced to be a settled fact that in so far as the government and parliament of Canada were concerned, this Dominion would have a second transcontinental railway. Then, the hope of the people turned to the company for the carrying out of their part of the transaction. With faith they looked to the government for the execution of their portion of the contract. They had witnessed the obstruction in parliament during the past season, and they feared that obstruction in some form or other was being used out of parliament, that perhaps in the financial world there were methods pursued that would obstruct the full carrying out of this project. At first, it was only a fear. Soon the country realized that it was all too true and the Grand Trunk Pacific promoters came back to Canada fully realizing that in some way the financial world had been turned against them. This was a very unfortunate condition of things—at least it was so considered throughout Canada. There was a feeling, and I am sure hon. gentlemen opposite must have shared it, of very great disappointment, fully proving and evidencing this fact that there was a very strong desire that the railway should proceed and proceed without delay, and when it was found that it was impossible to have that scheme go through in its then condition there was a very serious disappointment on the part of the people of the country. The promoters of the Grand Trunk Pacific Railway came to the government again and the government, I think very wisely in the judgment of the country, decided to relax some of the original bands by which they had tied the company in the first agreement. The modifications and changes in the original agreement were but a degree. They involved no departure from the es-

sential principles of the original contract. The people recognized that if this project was to be carried out, as carried out it must be, if the wishes of the people are observed, these changes must be ratified by parliament. Parliament again assembled and the people of the country looked eagerly for a speedy ratification of the modified agreement. They realized that last year the matter had been fully and exhaustively discussed and they expected that these modifications would be at once ratified by parliament and that there would be no delay. The thousands throughout the length and breadth of this country who were looking hopefully forward to participating in this great work, the men who were seeking employment, those who were looking forward to going out into the West and there aiding in the carrying out of this idea, those engaged in the industrial life of the country who were calling hopefully for markets for their manufactured products, have been disappointed, because there has been this unforeseen delay. And why has there been delay? It is because of the obstructive tactics of hon. gentlemen opposite. It is because of their obstruction in this House: obstruction that has not a parallel in any parliament in this or in any other country, an obstruction which was absolutely without justification.

Subsequent to the understanding referred to in connection with the Railway Commission, the Government announced its policy. True, it is not the original proposition as made by me, namely, the extension of the Intercolonial to the western wheat fields, but it was at least the carrying out of an idea which I had foreshadowed in that committee in connection with the construction and ownership and operation of the line. The proposition in a few words is this: The Government should construct and own the road from Winnipeg to the Maritime Provinces via Quebec, and this road should be operated by the Grand Trunk Pacific, but should be open to all companies gathering wheat in the West wishing to have running rights over it. I know that it is certainly popular throughout New Brunswick. I realize that there is a strong feeling among the people there in favour of this proposition, and they are only hoping that there shall be no more obstruction on the part of the Opposition to delay the carrying out of this scheme. The proposal is certainly all that I would ask for and really more, because it insures the construction and ownership by the Government, involving the control of rates, and the obviolation of all the objections which were so often made by hon. gentlemen opposite to the operation of a railway by the Government. What is the more importance perhaps, it is the shortest possible line to the Atlantic seaboard, and that, considering our geographical position, is an element worthy of the greatest consideration. There is one thing last night, it seems to me, in this discussion. We speak of this railway, as an intended for the sole purpose of emptying the rich fields of the west out to the Atlantic seaboard, but to my mind it is equally for the benefit of the east and will provide a market for the products of the east. It will not merely provide a market for the manufacturers of Montreal and Toronto and other great centres in the provinces of Quebec and Ontario, but also for the business men of the extreme east. To-day I know of one concern, which has been in existence in Moncton a number of years, a very prosperous manufacturing company, which is making every arrangement for taking advantage of the markets of the west and is hoping for a speedy consummation of this project.

I do not wish to repeat what has been so very eloquently expressed by my hon. friend the Minister of Finance, but I cannot refrain from making a reference to what we heard so much about last year, the proposition of my hon. friend the leader of the Opposition, known as the alternative proposition. That withering plant, which has never been watered by the favourable consideration of this House or even of the hon. gentleman's friends around him, or stimulated by the nourishing sunshine of popular approval, is entirely neglected this year. We do not fear of it at all. Some of the leaders on the other side say that the road should end at North Bay. Some say that it should not be built at all, and others pretend that we should purchase the Canada Atlantic and utilize the waterways. Let me say once and for all that individually I look upon any scheme that will extend the Intercolonial to Ontario with favour, and if the purchase of the Canada Atlantic would tend to that end, I, as an individual member, would favour that proposition. But the Transcontinental Railway scheme now under consideration is in no sense a bar to the carrying out of what is called

Continued on Page Six.

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d-133-147-g

## GRAND TRUNK INQUIRY

Continued From Page One.

engineer. The witness was at the time assistant engineer at a salary of \$475 per month and expenses.

In July he received a communication from Mr. Stephens dated 26th June offering him the position. He replied by wire on July 3rd accepting the position. On July 14th he received a wire asking when he could leave. He was engaged at the time by the month, either party having the privilege of terminating the agreement. He answered accordingly that he was arranging to leave on August 1st. In answer he received a message on July 22nd asking him to report at Winnipeg as soon as possible. He reached Winnipeg on the 8th or 9th of August. He had transportation over the Northern Pacific to the Canadian boundary south of Winnipeg. He there purchased a ticket to Winnipeg. He thought the cost of this was refunded to him by the company but was not certain. He was an American citizen when employed and still is such.

He knew Mr. McNeill the district engineer, but did not know who employed him. He thought Mr. McNeill was an American citizen. He also knew Mr. McEdward who was here when witness came.

He did not know Mr. B. B. Kallher at all. There were six parties working on his section of the road, numbering from 13 to 18 inclusive. They were in charge of Messrs. McNeill, Nicholson, Stewart, Armstrong, Jones and Callaghan.

The party in charge of Mr. Stewart was in the field when he came and he could not now name the men comprising the party. He had sent out for returns showing the men in each party but only those from 13, 15 and 16 are yet to hand, also one from Mr. Ruthertford.

The clerks in the office here were J. M. Milne and Mr. McEdward. Mr. Nicholson was draughtsman in Mr. Callaghan's party. He had engaged Mr. Nicholson himself. He thought he was an American citizen. He came here from Seattle about three months since.

R. W. Jones was in the employ of the company when the witness came here and was now in the vicinity of Pembina river having left here about a month since. He was going westward three or four hundred miles. No time had been fixed for his return and he would probably be absent until his work was completed. Witness did not know whether Mr. Jones was an American citizen or not, but thought he lived somewhere in the vicinity of Tacoma. He had formed parties 17 and 18 himself. No new parties had been formed in this district since.

The names of the men employed in party No. 13, in charge of Mr. Stewart would be found by reference to the returns.

P. Talbot was employed in the party in May. He came here from Montreal and was employed before he came here. Witness had wired him as to wages and position and he came in answer to the wire. He had formerly been employed as foreman in American railway construction.

As to Mr. Gunn, witness thought he was an American, but Mr. McNeill would probably be able to say for certain.

He could not say whether Messrs. Barnett and Savage were American citizens or not.

As to party No. 14, under Mr. Bishop, witness did not know any of the men in the party, no statement regarding them having been received. Mr. Bishop, however, together with Messrs. Goring and Armstrong had been notified and would no doubt be present at the next session of the commission.

Mr. Callaghan had been employed by the witness. He was in St. Paul when witness wired for him. The company had received a letter from Mr. Callaghan some time previous asking for a position on the road. He arrived here about March 1st and witness did not know as to his nationality, but thought he was born in the United States and that he was still a citizen of that country.

Witness had written Mr. Callaghan on Jan. 20th offering him the position of assistant engineer. Mr. Callaghan replied that he could leave for Edmonton on the 19th. He arrived here about February 13th or 15th. Mr. Callaghan had formerly had charge of a party of location and construction work in British Columbia. Witness thought he had been in the C.P.R. service.

Mr. H. Hare of Mr. Callaghan's party was an American who had been employed by the witness. Hare had written asking for a position from Seattle. He had been employed there on construction work.

Witness did not recall the name of the foreman on the party and did not know of any other Americans in the party.

Mr. Sprague had been employed by Mr. McNeill.

Douglas Kyle had been employed as transit man. He was an American.

Mr. Robinson the draughtsman had been employed here, coming from the C.N.R. There was no levelman in the party and witness did not know if there was a topographer.

McLean had been a clerk in the company's office in Victoria. Witness did not know him personally.

Witness had not met a brother of C. H. Hays here on May 8th and did not know he had been here. He was not a member of any Society of Engineers.

Cross questioned by Mr. Mowatt witness said he was responsible for the work of the engineers in his division. In employing men he employed those whose work he knew and who were capable of doing the required work. He had previously known only one of the men now on the division. He had made enquiries as to the history of Mr. McMillan and offered him a position but he could not accept. Mr. Cotton had been employed but had been found unfit for the work. He had been well recommended but was found to not have the experience. He had had no personal trouble with Mr. Cotton.

When applications were received it was customary to make an entry of their names in an application book. He did not know Mr. Hare personally before his engagement. Mr. McNeill was not here when employed. Thought he was in Superior, Wisconsin.

Several applications were then read from men whom the witness did not know personally.

A letter from D. C. Lewis to Mr. McQuigan, Montreal, was read which had been forwarded to the witness, applying for a position. The witness had answered this on Nov. 6th saying that the work on the B. C. section of the road had not been taken up yet but would probably be begun in the spring when the name of the applicant would probably be referred to. The witness replied that this was done because the applicant had been employed previously on construction work not on location work. Hence he appeared among the transit men. Construction work did not necessarily fit men for location work.

The application of A. O'Meara was the next. He too had been classed among the transit men. This name, Mr. Van Alstine said, should have been placed among the engineers, being by some means placed apparently on the wrong file.

Applications from A. E. Hill, John Irving, R. C. Daymon, G. M. Purdy, C. O. Uehara, F. D. Smith, C. H. Ellett, P. Wilkinson, and C. S. Moss also appeared in this class because of lack of recommendations and some of errors in filing the letters.

Letters were then read from several applicants for positions as draughtsmen, some Americans and some Canadians who had been informed that none were needed at the time.

The question of engineers who had applied and failed to get positions was then taken up again. Applications were received from M. Aldour, O. S. Ewart, A. D. MacRae, J. H. Kennedy, J. J. McCann, A. H. Legg, and these had been replied to, acknowledging receipt but stating that there were no openings at present.

In reply to the commissioner the witness said Mr. Henssler had been temporarily employed in the Victoria office when the witness came to Edmonton. Nicholson and Bassett two Americans, had been employed on his recommendation. The former was now on party No. 18, the latter having left the service.

Asked as to how his predecessor came to leave the service of the company the witness said his work had not been satisfactory. Mr. Sprague had been employed as transit man and had been promoted.

Mr. Talbot had applied for his position from Blomray, N. D. Gilbert Murray had wrote from Sydney, Nova Scotia, on Jan. 17th applying for a position on the road. Witness had answered by letter, offering him the position of transit man. Murray had wired his acceptance and was now with Mr. Armstrong's party.

Witness had not much personal knowledge of Canadian engineers. He had made enquiries regarding them from Mr. Stephen. He had only met one or two since he came here.

Questioned by Mr. Cross witness said the first engineer engaged by him was Mr. Goring, a Canadian. There were four parties in the field when he came here and only one vacancy had occurred since he came. The larger number of applications received were from American engineers.

Mr. Callaghan was employed as an assistant engineer, being engaged in St. Paul.

Axemen and chainmen had been employed locally, also some levelmen, some being engaged by himself and some by the assistant engineers.

It had been found difficult to procure draughtsmen for this class of work.

Edward R. McNeill was the next witness called. He was a civil engineer of

Continued on Page Five.

## WANT ADS

Lost or Strayed, Found, To Rent, For Sale, Etc.

### WANTED

#### ROOMER WANTED.

Sitting room and bed room for gentleman on Eighth street, west end. Enquire M. D. Bulletin Office. D-122-149-pd

#### TEAMS WANTED.

Wanted teams for work on railway construction at or near Battleford. Work until the first class out. Highest wages paid. Apply on the work. M. McCracken. D-126-174-pd

#### WANTED.

Young lady speaking and writing French, English and German fluently, wants position in business house. Address V. B. Bulletin Office. L-127-138-pd

#### WANTED.

A good experienced teamster. Apply personally to Revillon Freres. D-133-11

### FOR SALE

#### FOR SALE.

Firewood, edgings and slabs for sale. Apply D. R. Fraser & Co's saw mill. D-107-11

#### BICYCLE FOR SALE.

A new wheel for sale very cheap. Original price \$60; has never been in use yet. Apply Box 63, Bulletin. D-128-142-2h

#### FOR SALE.

Hardware business in a growing town on the Calgary and Edmonton railway. Good reason for selling. Apply letter E. J. Bulletin Office, Edmonton. D-121-11

#### FOR SALE.

Good top buggy and light double harness and two saddles. Apply to W. McSutherland, Cushing's mill. D-130-141-pd

#### FOR SALE.

A registered shorthorn bull, two years old. Apply to J. B. Lubbock's livery stable. D-111-55-c

#### FOR SALE AT COST.

New first-class upright piano for \$200 cash; ordinary price \$450. Also good Concord buggy at lowest figure. Apply to A. E. Voyer, Edmonton. D-111

#### FOR SALE.

Good saddle pony and saddle. Pony weighs about 850 and is good stock horse. Will be sold without the saddle if buyer wishes. Apply A. H. H. Bulletin office. D-111

#### FOR SALE.

Lots 100 and 101, Block 2, 4th st., H.B.R. south. These lots are underbrushed and in fine shape. Will be sold below surrounding property for cash. Address Box 403, Edmonton west office for details. D-131-14-9c

#### FOR SALE.

House and lot situated on Seventh street, between Namayaw and Kinsdale avenue, 8000. House contains 6 rooms, well finished, good cellar, all fenced. Must be sold immediately. Call at Jos. Brunelle & Son. D-137-142-c

### TO RENT

A storehouse. Apply to the Perfect Clothing Co. D-109-11

#### FOR SALE.

Large piece of land in centre of town, 6x180 feet, particularly suitable for livery barn, cold storage or warehouse. For particulars apply Bulletin office. D-81-11

#### ROOMS TO LET.

Office rooms to let in the Bulletin Block. Apply at the office. D-11-11h

#### TO RENT.

Five roomed house with good cellar, on Jasper avenue west, hard and soft water. Apply to C. H. Bulletin office. D-113-11

#### TO RENT.

One front room suitable for two young men, also one single room. Address P. O. Box 403, Edmonton. D-133-138

#### TO RENT.

The building known as the Eskhorn Hotel, south end of the bridge between Edmonton and Strathcona. Apply to Jos. Brunelle & Son, Edmonton. D-137-145-pd

#### TO RENT.

Good brick house, seven rooms, comfortably furnished, with piano. Desirable locality. Box 14, Bulletin office. D-133-138-pd

### FOUND

#### FOUND.

A Roman Catholic catechism has been lost at this office. D-134-11

### LOST OR STRAYED

#### LOST.

Small gold bracelet and locket found on the street has been left at the Bulletin office for the owner to claim. D-111

#### STRAYED.

Two year old buckskin mare colt, all black points, came to the premises of the undersigned about January. Owner is requested to pay expenses and take the animal away. O. J. Arnold, Namsa, Sec. 35-50-25. D-102-11-c

#### STRAYED.

A big black mulley cow, rope around neck. Owner can have same by paying expenses John Hagman, Edmonton D-127-138-pd

#### LOST.

A watch between the St. Elmo hotel and the fire hall. Finder return to Bulletin office. \$5.00 reward. D-135-11

#### LOST.

A lady's silver watch and fob between All Saints' Sunday school and corner of Peace avenue and Eighth street. Finder please leave at this office. D-135-11

#### LOST.

From the bush one dark bay pony, about 13 hands high. Scar in forehead. When last seen was hobbled. Reward, \$5. Address particulars to M. C. C. Bulletin office. D-136-11

### MISCELLANEOUS

WILLIAM BEST, Accountant, Auditor, Edmonton. Books written up. Balance sheets prepared. Limited Liability Company work a specialty. First-class certificates, stenographer. D-16-11

#### HORSE BREEDERS.

Vernon, the French coach horse. Anyone wishing particulars apply to J. Watson, president, or to Alberta street, or to J. A. Appleby, secretary, Horse Breeders' association, Edmonton. D-16-11

#### WARNING.

To bicycle riders. Bicycle riding is absolutely prohibited on the sidewalks. Anyone driving furiously over street crossings will be prosecuted. By Order, CHIEF OF POLICE. D-95-11

#### NOTICE.

Dr. Roy, who returned home recently from Paris, where he has been for the past year studying in the hospitals, is now prepared to treat especially all diseases of the eye, ear, nose and throat. Dr. Roy will hold his consultation at his office from 2 p.m. to 5 p.m. every day. D-111

#### NOTICE.

Dr. Park, Physician, Surgeon and Accoucher, a Post Graduate of the New York Polytechnic Medical School and Hospital, has opened an office at his residence, Fifth street, B. B. R. (north) close to Main street. Office will be in Heilmann's block when completed. Telephone No. 297, Edmonton, Alta. D-111

### WELL WORK

New one dug or old one fixed up. Dig 5 and 2 feet hole. All work done quickly and up-to-date. Call or write E. Kephart, well digger, between Fifth and Sixth street, on Namayaw avenue, Edmonton. E. KEPHART, Well digger. D-111

### INFORMATION WANTED.

Any person giving information as to the whereabouts of Edie Giles who left home on June 2nd will be suitably rewarded by giving such information to Mr. W. Keeler, Edmonton. D-137-145-pd

**BABY'S OWN SOAP**  
Pure, Fragrant, Cleansing  
A Safe Soap for a TENDER SKIN  
A Good Soap for ANY SKIN  
Albert Toilet Soap Co., Mfrs.  
MONTREAL  
There is no other just as good.

## GRAND TRUNK PACIFIC HAS ARRIVED

### WHERE?

Why! W. H. MARTIN & CO. have just received a car of Grand Trunks and Pacific, Gladstone and Club Bugs, Also suit and telescope cases.

They are the finest I have seen yet and cheap

Look in and see for yourself

Appleby & Armstrong Undertakers and Embalmers

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PHONE

## Trees

Ornamental Trees

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of various kinds

These goods just arrived and are in first-class condition.

Potter & McDougall.

## Bicycle Sundries OF ALL KINDS

Repairing Neatly Done

Second Hand Wheels for Sale Cheap

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### To the Public

Having sold my dental practice and good will to Dr. Lowther and Robertson, I wish to thank my numerous patients for their patronage in the past and ask them as a matter of personal interest to extend the same to my successors as I consider they have no anywhere. Dr. Lowther has been associated with me for some time both here and in the East. If a brilliant college course in one of America's greatest dental schools, if honesty, sobriety and skill be required for anything, then I have no hesitation in recommending Dr. Lowther and Robertson to my friends. Sincerely yours, A. A. MacINTYRE, D.D.S. D-129-145-pd

### Notice of Dissolution

Notice is hereby given that the partnership heretofore subsisting between the undersigned as undertakers in the town of Edmonton, has this day been dissolved by mutual consent. All debts owing to the said partnership are to be paid to John A. Appleby at Edmonton hereinafter, and all claims against the said partnership are to be presented to the said John A. Appleby, by whom the same may be settled. Dated at Edmonton, Alberta, this eleventh day of June, A.D. 1904. J. A. APPLEBY, R. W. ARMSTRONG. Witness Wm. Short. D-139-11





# ADVERTISE

Your Wants in the "Want"  
Columns of the Daily  
Bulletin

Largest Circulation in Town or District

## IT PAYS

### The Grand Trunk Pacific Continued From Page Three.

the Georgian Bay scheme. But I do recognize this fact, that the purchase of the Canada Atlantic by the Government and the operating of it as a part of the Intercolonial Railway system will not meet with the success which is hoped for, at least, by the people of the Maritime Provinces. When they get to Parry Sound, they will not find material there seeking an outlet to the Canadian seaboard. But a pertinent question that suggests itself is this: Is the Conservative party in favour of government ownership? I do not propose to discuss government ownership as an abstract question, but in a hazy sort of way we have been led to believe that the Conservatives do favour this principle. My hon. friend, the leader of the Opposition, in his amendment so happily described by the Minister of Finance, no doubt hopes that the country may think that he does believe in the government ownership of railways. But I ask, is he sincere, because that is the test we should apply to the attitude a public man takes on any public question? It is not sufficient that man should possess the genius of statesmanship, they should also be sincere in the exercise of that genius. And if the hon. gentleman is sincere in the attitude he took this afternoon, is he in harmony with those around him? Is he in harmony with the leaders of the Conservative party in the Senate? I want to invite the attention of the House and the country to the remarks of a gentleman, who is highly honoured and respected in the Conservative councils. I refer to the ex-Premier, Sir Mackenzie Bowell. When this bill was under discussion in the Senate last session, Sir Mackenzie Bowell made some remarks which were very pertinent and which the leader of the Opposition will find it difficult to harmonize with the views he has expressed during this debate.

After quoting Sir Mackenzie Bowell, Mr. Emmerson continued: "These are the views expressed by the Conservative leader in the Senate. It will be interesting to observe when he comes to criticize this contract on behalf of his party in the Senate the attitude he assumes. If he can take this tum-

ble with the speed and alacrity shown by my hon. friend from South Lanark (Mr. Haggart) he is to be congratulated on one standpoint at least.

Referring again to my silence during this debate a further reason has been given by hon. gentlemen opposite in connection with the result of an election held in the city of St. John in February last. That contest is put forward as a proof of the fact that the people of that section of Canada are opposed to the Grand Trunk Pacific. I wish simply without comment, to invite the attention of members of the House to the figures of the last three elections held in the city of St. John. Since 1900. In the general election of 1900 there was a total vote of 8,863. Of these, the Hon. George E. Foster received 3,525, while the Hon. Andrew Blair, the then Minister of Railways, received 4,538. In 1902 there was another election for the local legislature, but it was one in which the Federal party lines were as distinctly drawn as it was possible to draw them. In that election 7,800 votes were polled. Mr. Wilson was the Conservative candidate who received the highest number of votes given. The number which he received was 3,286. Mr. McEwen, the Liberal candidate, and a member of the administration, received 4,694 votes. Now, coming down to the election of February, 1904, the election which is of such vast importance in the eyes of the hon. gentleman who was successful at that election that he made serious complaint that it had not been referred to in the speech from the Throne, we find that in that election there was a total vote of 7,149 votes. Dr. Daniel, the successful candidate, received 3,709 votes. Mr. McEwen, the unsuccessful candidate, received 3,440 votes. Now, what do these figures tell? That in 1902 the Conservative candidate, with 3,286 votes out of a total of 7,800, was unsuccessful, and a year later the Conservative candidate, in the person of Dr. Daniel, with 3,709 votes, over 100 votes less than did Mr. Wilson the year previous, was the successful candidate. Then in 1904, the total vote was 7,890; in 1902, the total vote was 7,149, a much smaller vote. Why? Did the Grand Trunk Pacific scheme have anything to do with it? Was the Conservative vote in any way increased? It is 100 less than in 1902; and, therefore, if the

Conservative party, who are the champions as against the Grand Trunk Pacific scheme in 1904 got 100 votes less in the city of St. John than they did in 1902, surely they cannot contend that the voting strength of their party has been in any way increased by reason of the unpopularity of the Grand Trunk Pacific scheme. The truth is that these figures are due to the fact that by reason of local conditions and local causes a great many Liberals refrained from voting. While the Conservatives polled practically their whole strength. Yes, by reason of local causes, and my hon. friend knows them. It is not a matter of great importance but there is one thing which the House and the country realize, and that is that the Conservative party has not gained in strength, while it is true there was an apathy on the part of the Liberal party, an apathy which will not be in evidence at the next election, whenever that may come.

It is said that the result of the election in St. John demonstrates that the eastern section of Canada is opposed to this Grand Trunk Pacific scheme. What was the attitude of the east during the discussion of this measure last session? We must remember circumstances of very great difficulty. Remember that the leader of the Liberal party in the Province of New Brunswick had not set eyes to eyes with his colleagues; that he had been cut out of the Government on this scheme, and naturally his friends, supporters and followers in that section of Canada were very much disgruntled. They knew not what to do. Yet, under these circumstances, what were the conditions? Let me quote from a newspaper, whose authority the hon. leader of the Opposition will not seek to discredit—the St. John Sun.

Mr. Emmerson here quoted extensively from the St. John Sun passages in which that journal expressed the view that a railway was needed to develop the region between Chatham and James Bay, and urged the necessity for a new and short line bringing the traffic to Maritime Province ports. He then continued:

These quotations from the Sun suggest the attitude of Mr. Blair on this question, and if it may be pardoned I

Continued on Page Seven.

### JAS. E. WIZE,

Architect.

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F. J. LAWSON, ARCHITECT, CALGARY, (Late Assistant to Sir Alexander Ross, Architect, Inverness, Scotland), of A. & W. McMillan, City Architects, - Calgary, Office, New Norman Block, Calgary; temporary office, Ellis & Grogan Block, P. O. Box 673.

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### MAY'S COAL COMPANY

### Tenders

Tenders will be received by the undersigned up to noon on June 27th, 1904, for the purchase of that portion of the estate of the late W. S. Edmiston, situated in the east end of the town of Edmonton, on the south side of Cliff street, commonly known as the "Cliff property." All mineral rights are included.

Terms on application.  
The highest or any tender not necessarily accepted.  
Taylor, Boyle & Garjevy,  
Advocates for the Executors of the estate of W. S. Edmiston.  
Edmonton, June 11th, 1904.  
d-126-147-c

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Graduate of Royal College of Dental Surgeons.  
Toronto University

Dental offices in the Fraser Block over Boston Clothing Store, Jasper Avenue



## The Grand Trunk Pacific

Continued From Page Six.

will make some reference to that attitude. What was it? It certainly is pertinent to notice what Mr. Blair's advice to his colleagues on that question was. We have heard what he said to the St. John Board of Trade. We have heard what he said to Mr. Jarvis. We have heard what his attitude was in the Railway Committee. Now, we refer to that celebrated confidential document, a document that was made famous by the fact that it was purloined and then introduced into the debate by the hon. leader of the Opposition thereby taking away its confidential character. We learn from that what Mr. Blair regarded as the ideal railway policy. At the close of his memorandum of the 10th December, 1903, Mr. Blair said:

The ideal policy, as it appears to the undersigned, for the Government to adopt, so soon as it shall be deemed necessary to take up the subject of a third transcontinental railway, would be to insure, first, that the railway shall be wholly Canadian. That, it shall not promote the carriage of our export products, or our imports southward by way of United States lines of railway; but to and from the St. Lawrence in summer and the ports of Halifax and St. John in winter. That the Quebec bridge be utilized as a part of said line, and that the railway be pushed westerly from that point by degrees to the Peace river district, through the Rockies to the Pacific Coast. In the meantime, it would be well to decline all assistance to railways to which Government is not already committed, and propose to Parliament that railway charters covering this territory be withheld.

The essential features of what Mr. Blair calls the ideal policy have been adopted in the measure which was brought before Parliament by the right hon. gentleman who leads the Government. Now, the principal change is in respect to the Quebec-Moncton section. I am not going to argue in respect to that. My views were stated at some length last year in connection with the Quebec-Moncton section. I could, if time permitted, read the evidence of prominent lumbermen in the province of New Brunswick as to the importance from the local standpoint of developing and opening up the immense areas of rich timber and agriculture. And hardwood forests which exist there. I shall not take up the time of the House by referring to these letters, but the evidence is voluminous and it is at hand if any hon. members of the House wish to refer to it. But it is obvious that Mr. Blair, outside of the exception of the Quebec-Moncton section as respects the remaining portion from Quebec to the Pacific Coast which he apparently accepted, wanted the Government to proceed at once, declaring that if they hesitated they would not show their ability or courage to cope with great difficulties and he felt that the time was ripe for action.

It is said that this railway will cost a lot of money. Railways do cost money. They cannot be built without money and I am sure that if a comparison was made as to the estimated cost of this road, with the proposed put forth by hon. gentlemen opposite, there is certainly going to be a very great saving to the country by reason of the adoption of the Government proposal. But, the very moment you admit that the work is necessary, you admit the element of cost.

No one, of course, knows exactly what the precise cost will be, but it is safe to assume that it will not be one dollar more than is absolutely necessary. Can the Opposition say that their scheme for a transcontinental railway will cost any less than that which has been proposed by the Government? Since no one denies that another railway spanning the continent is absolutely and imperatively necessary, let us see what it will accomplish. First, it will afford an outlet for the rapidly growing products of the great West; secondly, it will create needed competition in the transportation of merchandise to as well as from the West; thirdly, it will open up vast areas to settlement; over the entire line, fourthly, it will create a new source of wealth to the Dominion; fifthly, it will allay the persistent irritation in the West over the transportation problem; sixthly, it will demonstrate to the world the enterprise and financial strength of the Canadian people.

I am sure that this last is a matter of very great importance to the people of this Dominion, because we wish to be recognized abroad as a country, young as it is true, but strong in our youth. We wish to let the world know that we have resources, and that we have both the courage and the ability to advance. I say boldly, that this measure has the approval of the coun-

try at large; it is popular in the West; it is popular in the East. Now, Mr. Speaker, I have, perhaps, taken up more time than I had intended, and let me say, in conclusion, that I have not changed my views one whit on this subject. As they were last year so are they this year. I believe that this scheme is one of the best that could be propounded in the interests of Canada, because it means a minimum of expense with a maximum of advantage to the people of this country. The proposition appeals to me even more strongly than it did last year as being in the highest interest of all Canada, and its consummation will be an epoch in the history of our land to which we may all look forward with the happiest expectations. It will make the beginning of national greatness for us. Let us trust that in the future the great author of this scheme will have the satisfaction of knowing that he built wisely and well for the future of Canada and if perchance some day a great artist will arise to paint an allegorical picture descriptive of the right hon. gentleman leading the hosts of Canada up the steep declivity of national greatness, the right hon. Prime Minister will be represented carrying a banner on which will be inscribed "Canada's development and victory," while in the valley below will be seen the Lilliputian figures of hon. gentlemen opposite who have tried and tried in vain to obstruct the passage of this great national measure.

## Northwest Mounted Police

### Tenders

Sealed tenders addressed to the undersigned will be received up to 4 p.m. of 21st June, 1904, for the supply and delivery of the following articles, viz: At Fort Saskatchewan—About 2000 lbs. of butter. At Edmonton—About 500 lbs. of butter. About 5000 lbs. of beef. About 4000 lbs. of bread. Also for baking about 15,000 lbs. of bread at Fort Saskatchewan; flour to be supplied by the N.W.M.P. Police. Tenders must be accompanied by an accepted Bank Cheque equal to 5 per cent of the total value of the article tendered for. Articles to be of first class quality and to be delivered daily or as required. Lowest or any tender not necessarily accepted. No paper will be paid for inserting this advertisement unless authorized. For full particulars apply to the undersigned.

C. CONSTANTINE,  
Supt. commanding "G" Division and  
Edmonton District.  
Fort Saskatchewan, 14th June, 1904.

Oh! For That Thirst Try  
Our Ice Cold Drinks

E. C. KUHNERT  
FRUITERER AND CONFECTIONER  
Next to Queen Hotel

If You're Too Hot  
Try Our Ice Cream  
etc. Made From Genuine Cream

## ICE ICE

Parties wanting ice during the summer months, drop a postal card to the Edmonton Ice Co., P.O. Box 255.

R. SIMPSON,  
Manager.

Delivery commences 2nd May. Telephone 151.

### SEED OATS.

To clear out balance on hand our Board have instructed Messrs. Potter & McDougall and the Dowling Milling Company to sacrifice and sell at

60c. per Bushel

instead of 75c.

F. FRASER TIMS,

Secretary Treasurer,

Edmonton Board of Trade

d-190-47

## EDMONTON INDUSTRIAL EXHIBITION ASSOCIATION

DONALD ROSS - President  
THOS. BELLAMY, Vice-Pres.  
F. FRASER TIMS, Sec.-Treas.

Edmonton, Alta.  
N.W.T.

Will Hold Its Annual

## Great Summer Fair...

On June 30  
uly 1 & 2

A hearty welcome is extended  
to  
YOU—COME  
Reduced Railway Fares from  
every station

The Biggest Prizes are offered  
for Every Kind of Live  
Stock and

AGRICULTURAL EXHIBITS

The Biggest Pur-es for Horse  
Races—\$1,000 for the Free  
for All

The Biggest Fireworks-including  
the Bombardment of  
Alexandria

THE BEST OF MUSIC

The Champion Baseball Tournament in which the leading  
Baseball Teams Will  
Take Part

Automobile Contest.

Athletic Events, and all kinds  
of Novel Attractions have  
been secured

No expense has been saved  
to make the Edmonton Fair  
the largest and best ever  
seen in the West. The  
Grounds of the Edmonton  
Industrial Exhibition Association  
are classified among the  
most beautiful in the Dominion  
of Canada.

For Prize List or any information apply to

F. FRASER TIMS

Sec.-Treas.

Edmonton Industrial Exhibition Association

## ALBERTA GERMAN HEROLD.

Edmonton, Alta.

only German Newspaper in Alberta and circulating thoroughly in all the prosperous German Settlements around Edmonton, Strathcona, Fort Saskatchewan, Ellerslie, Leduc, Wetaskiwin, Lacombe, Ponoka, Innisfail, Red Deer, Didsbury, Calgary, Etc. A splendid and the only medium.

### To Reach the German Trade.

Stores, Machine, Implement and Dairy Supply Men, Liver and Sale Stables, Horse and Cattle Dealers, Hotelmen, Auctioneers, Tradesmen and Professional Men, in fact for all who wish to do business with the German farming community

Write Postal Card for Advertising Rates to  
**ALBERTA GERMAN HEROLD**

Edmonton, Alta.

OFFICE—BULLETIN BLOCK

IF YOU  
—REQUIRE ANYTHING—  
—IN—  
**MACHINERY**  
Write to—  
**J. I. NEILSON & CO**  
602 Main St., Winnipeg.

**J. H. MCKINLEY**  
Successor to J. B. ROSS. 40  
Everything new and up-to-date.  
Good single drivers and teams.  
New rigs.  
Special attention to land seekers  
and commercial men wishing to visit  
the outlying districts.  
Guides supplied for long journeys.  
Baggage transferred to and from  
railway stations.  
Having a thorough knowledge of  
the country, I am prepared to fit  
you out for a long or short drive.  
Give me a trial. All calls promptly  
attended to.

## Revillon Freres

PARIS LONDON NEW YORK

### Edmonton's Departmental Store

### In Our Hardware Department

New Goods for Spring Just Arrived

### Refrigerators

### Ice Cream Freezers

If you need a Refrigerator, we have some good ones

TWENTIETH CENTURY Economical in Ice. Built to  
preserve food. For this week prices are \$12.00, 13.75, 17.00,  
18.75, 23.50, 29.50. All sizes. Select early while assortment  
is complete

### Ice Cream

For this warm weather Why not have it at home?

Blizzard Crown and Gem Freezers

Just ask our price on these You will decide you need one

### Screen Doors and Windows

See what values we have. Doors in all standard sizes  
prices from \$1.10 to 2.50

### Lawn Mowers

### Garden Barrows

### Lawn Rakes

Garden tools of all kinds. See our bargain counter for Real  
Bargains. Always something worth your time in these stores

## Revillon Freres

## LOCAL

—Train on line.  
—Council meets to-night as court of revision in the council chamber.  
—Baseball practice tonight on the fair grounds.  
—The new subdivision of the Great estate is almost completed and should be on the market in a very short time.  
—The council of the Board of Trade met yesterday afternoon and, added the names of Mayor Scott, J. A. McKeown and K. W. McKinnon as delegates to the Calgary Board of Trade convention.  
—The picnic on the exhibition grounds last evening given by the young people of the Edmonton Presbyterian church was a decided success. A large number of the adherents of the church including numerous strangers were present. The polo club gave an exhibition match which was watched with a great deal of interest. The evening was spent in games of various kinds. Delightful refreshments were served and a most enjoyable and sociable time was spent by all present.  
—"Maloney's Wedding," with its wealth of wit, comedy and song, will appear at the opera house tomorrow evening. The company is appearing in Calgary this evening, and make a direct run to here. The organization is heralded as one of the greatest comedy attractions that has ever toured Canada. For seven years it has delighted audiences on the other side of the line, and for four months enjoyed a continuous run at the Great Northern theatre in Chicago. It is also interpreted by an all star cast of performers, headed by Allen Doane and R. W. Baker. Reserved seats are now on sale at Archibald's drug store.

## CHILDREN KILLED BY LIGHTNING

News was brought to town this morning of the terrible havoc wrought by lightning which struck a Galician house eight miles east of Westok on Friday morning. The mother and three children were asleep when the flash came. The lightning penetrated the roof, tearing a great hole in it and struck the sleeping inmates. The children, a boy of 13 years and two girls of ten and four years of age, were instantly killed. The mother was thrown to the floor and badly burned. The house being built of mud, was not burned. The husband and father, Ateanize Tkachuk, was employed in Anderson's brick yard in town and knew nothing of it until the neighbors reached here this morning. He left today for the scene of the tragedy.

## HOTEL ARRIVALS

**ALBERTA:**  
C. W. Cross, C. H. Hall, Town.  
Inspector D. A. E. Sackland and family, N.W.A.P.  
E. H. Dodd, Sudbury, Ont.  
**QUEENS:**  
K. McGillis, Ray.  
A. L. Vasson, St. Albert.  
N. A. Ross, G. A. Clapp, East Clover Bar.  
C. C. Swanson, Wetaskiwin.  
J. T. Grant, T. C. Dow, W. Hopkins and family, A. Smith, J. Altan, Croya.  
A. E. Leeds, Strathcona.  
J. Fletcher, Oskway.  
G. Gentry, Agassiz.  
E. F. Quantz, Edberg.

## SPORTS

A cricket practice will be held on the exhibition grounds tonight.  
The hockey men practice on the Hudson Bay grounds tonight. A full turnout of players is requested.  
Baseball practice on the exhibition grounds tonight.

## MAY WEATHER MAP

The map issued monthly by the meteorological office, Toronto, shows that during May the temperature was below the average in the Western Territories and British Columbia, and above the average elsewhere in the Dominion. The following table shows the highest and lowest point reached by the mercury during the month at points throughout the Dominion:

Location	Highest	Lowest
Victoria, B.C.	76	40
New Westminster	77	36
Barkerville	78	29
Kamloops	78	30
Agassiz	82	35
Edmonton, N.W.T.	78	26
Battleford	78	30
Prince Albert	78	28
Calgary	79	29
Medicine Hat	79	29
Saskatoon	78	28
Qu'Appelle	75	24
Winnipeg	82	26
Winnipeg	84	22
Port Arthur, Ont.	81	31
Port Stanley	73	34
Toronto	79	34
Ottawa	82	36
Montreal, P.Q.	79	40
Quebec	78	36
Father Point	70	25

## SUPREME COURT

In the case of the Great West vs. Varty judgment was given for the defendant with costs.  
The case of Latimer vs. Fontaine, a suit for breach of contract, was begun yesterday and is being continued today. N. D. Mills appears for the plaintiff and N. D. Beck for the defendant.

## EDUCATIONAL PROGRAM

The Dominion Educational Association met in Winnipeg during the week. Following is the time table for the four days.  
Tuesday, July 26th.  
2.30 p.m. Meeting of Board of Directors.  
3.00. Higher Education Section, organization.  
3.00 Inspection and Training Section, organization.  
3.30. Elementary Section, organization.  
3.00. Kindergarten Section, organization.  
8.00. General meeting.  
Addresses by Hon. F. G. Haultain, Dr. Goggin, Dr. Burwash, Dr. Inch, Wednesday, July 27.  
9.00 a.m. General meeting. Addresses by Inspector S. B. Long, Principal W. S. Ellis, Deputy Commissioner J. A. Calder.  
2.00 p.m. Higher Education Section. Addresses by Principal J. Henderson, A. Fitzpatrick, B.A., Prof. Young.  
2.00. Inspection and Training Section. Addresses by Dr. George H. Locke, Inspector Bryan, Director C. Johansen.  
2.00. Elementary Education Section. Addresses by Supervisor J. Wallis, Inspector A. S. Rose, Miss Agnes Deans Cameron.  
2.00 Kindergarten Section. Addresses by Miss McIntyre, Miss Cody, Miss Aylesworth.  
8.00. General meeting. Addresses by Father Drummond, Dr. Kilpatrick, Attorney-General Longley.  
Thursday, July 28.  
9.00 a.m. General meeting. Addresses by Deputy Minister J. Millar, Supt. A. H. McKay and Dr. Goodwin.  
2.00 p.m. Higher Education Section. Addresses by Wm. Houston, Principal Geo. Young, Dr. Coleman.  
2.00 p.m. Inspection and Training Section. Addresses by Principal D. Solan, Principal D. McColl and Principal Wm. Scott.  
2.00. Elementary Education Section. Addresses by Supervisor L. H. J. Minchin, Miss E. E. Rankin and N. J. Jewett.  
8.00 p.m. Reception at Government House.  
Friday, July 29.  
9.00 a.m. General meeting. Resolutions: election of officers and other business.  
Meeting of new Board of Directors.  
Exhibits of school work and school supplies will be held in the buildings in which the general and special sessions are held.

## THE WEATHER

June 14th.  
Maximum, 71.  
Minimum, 49.  
Moon, 71.  
Barometer, 29.83.

## PROBS

The weather was fine and moderately warm yesterday over the greater portion of Manitoba and the N. W. T. The general outlook is for fine and warmer weather.

## WESTERN FAIRS

Austin, fair, Oct. 6, and sports July 1.  
Brandon, fair, Aug. 9-12.  
Battleford, fair, first week in October; race meeting in August.  
Birtle, fair, Sept. 28.  
Calgary, fair, July 6-7-8.  
Crystal City, sports, June 22.  
Emp, fair, Sept. 22-23; sports July 1.  
Edmonton, fair, June 28, July 1-2.  
Fairbairn, fair, Aug. 13; sports on July 1.  
Gladstone, fair, Oct. 6.  
Grenfell, fair, Aug. 12; sports, May 24.  
Indian Head, Turf club, July 1.  
Innisfail, July 12th.  
Killarney, fair, July 19, 20, 21.  
Lacombe, fair, Aug. 20; horse races, July 1.  
Lethbridge, fair, Aug. 15.  
Moose Jaw, fair, Aug. 5-6.  
Melfort, fair, Aug. 11-12.  
Morden, fair, July 21-22; sports May 24.  
Medicine Hat, fair, Oct. 1-2.  
Minneapolis, fair, July 21-22.  
Morrise, fair, July 2-7.  
Minto, fair, July 4.  
Mooseomin, fair, Aug. 2; sports, July 1.  
Red Deer, sports, May 24 and July 1; fair, date not fixed.  
Virden, fair, not fixed.  
Wawanesa, fair, July 6; races, May 11.  
Wesley, fair, Aug. 11.  
Yorkton, fair, July 19-23.

## Bank of Montreal

Established 1817.  
Capital (All paid up) — \$14,000,000.00  
Reserve Fund — 10,000,000.00  
General Banking Business Transacted.  
INTEREST AT CURRENT RATES  
allowed on Deposits in the  
SAVINGS BANK DEPARTMENT.  
E. C. PARDEE,  
Manager.  
Temporary Quarters —  
Opposite Post Office



## Musical Instruments

Have a peculiar charm for us. When we hear the sweetest strains of the mandolin and violin our hearts are thrilled with their joyful message and sorrows are for the time forgotten. "Music hath charms" certainly is as true as the gospel. Without instruments of some sort your home is lacking one pleasant feature. Why not purchase a mandolin now? We have a number of these instruments to offer at prices within your means. Call at our store and look over our musical instruments.

## The Edmonton Music Company

## There's a Reason

for the trade we are doing in

Cilcloths  
Linoleums  
Carpets  
Curtains  
Draperies

and all house furnishings

Oilcloths That Wear  
Linoleums that last a  
Generation

All widths, 1-2 yard to 4 yds.  
Handsome Designs  
Attractive Prices

See our Japanese Fibre  
Carpet. Just the thing for sum-  
mer floor coverings, unscenting,  
etc. Durable and beautiful.  
Made of twine and the toughest kind  
of fibres.

## Have you seen our Cork Mats

for putting in front of wash-  
stands etc. You will want one  
when you see them.  
\$1.00 to \$1.50.  
Just for ever

## THE HUDSON'S BAY STORES.

## Your Home

Is Taking on a Beautiful  
Summer Look

Take advantage of one of these long evenings and have your home photographed, including the family.  
The Out-of-Doors Branch of our work receives great care  
Call in and arrange

## C. M. TAIT,

PHOTOGRAPHER,

FIRST STREET

## ST ALBERT

## Hebert & Perron

General Merchants

Brick For Sale

## Spring House Cleaning

SUGGESTS

Paperhanging, Painting and  
Kalsomining

Call Phone 69—

IRWIN Fraser Ave.

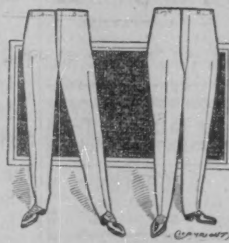
## Excellent Board.

AND ROOMS

JAMES G SUGDEN

Queen's Ave., Edmonton

## The Perfect Clothing Co.



## A Couple of Pair

of new trousers will help out your wardrobe wonderfully. These little worn coats and vests only need the right trousers to make them into good serviceable suits.

## Let Us Make You a Pair

A pair or two. We have some new patterns that will go well with any coat and vest, price from \$5.50 to \$7.50. Our stock of TAILOR MADE CLOTHING TO STANDARD MEASURE, in style, cut and finish, made from the best Canadian and imported goods, are the best value offered in Edmonton. Suits ranging from \$8.00 to \$18.00.

## The Perfect Clothing Co.

1st door west of Post Office.

R. HOCKLEY, Manager.

## COAL

PHONE 172

W. F. Studebaker.

## Draining Excavating

and General Contracting  
House Moving a Specialty

Hay for sale, retail or wholesale, timothy, or wild hay, or broken grass, baled.  
Full equipment of house moving apparatus. Ready to fill all orders.  
Heavy team horses for sale.

D. McTAVISH & Co.  
Edmonton P.O.

## COAL.

BALDWIN

and Dunn River Mines.

Edmonton Coal Co Ltd.

Phone 83

## Loans

The British Columbia Permanent Loan and Savings Co. will lend ten per cent of the appraised value of Improved Town Property. Interest is dropped on every Hundred Dollars of the principal returned. Loan can be paid off at any time without penalty by giving sixty days' notice.

Richardson Kirkpatrick & Co.  
Agents — Edmonton